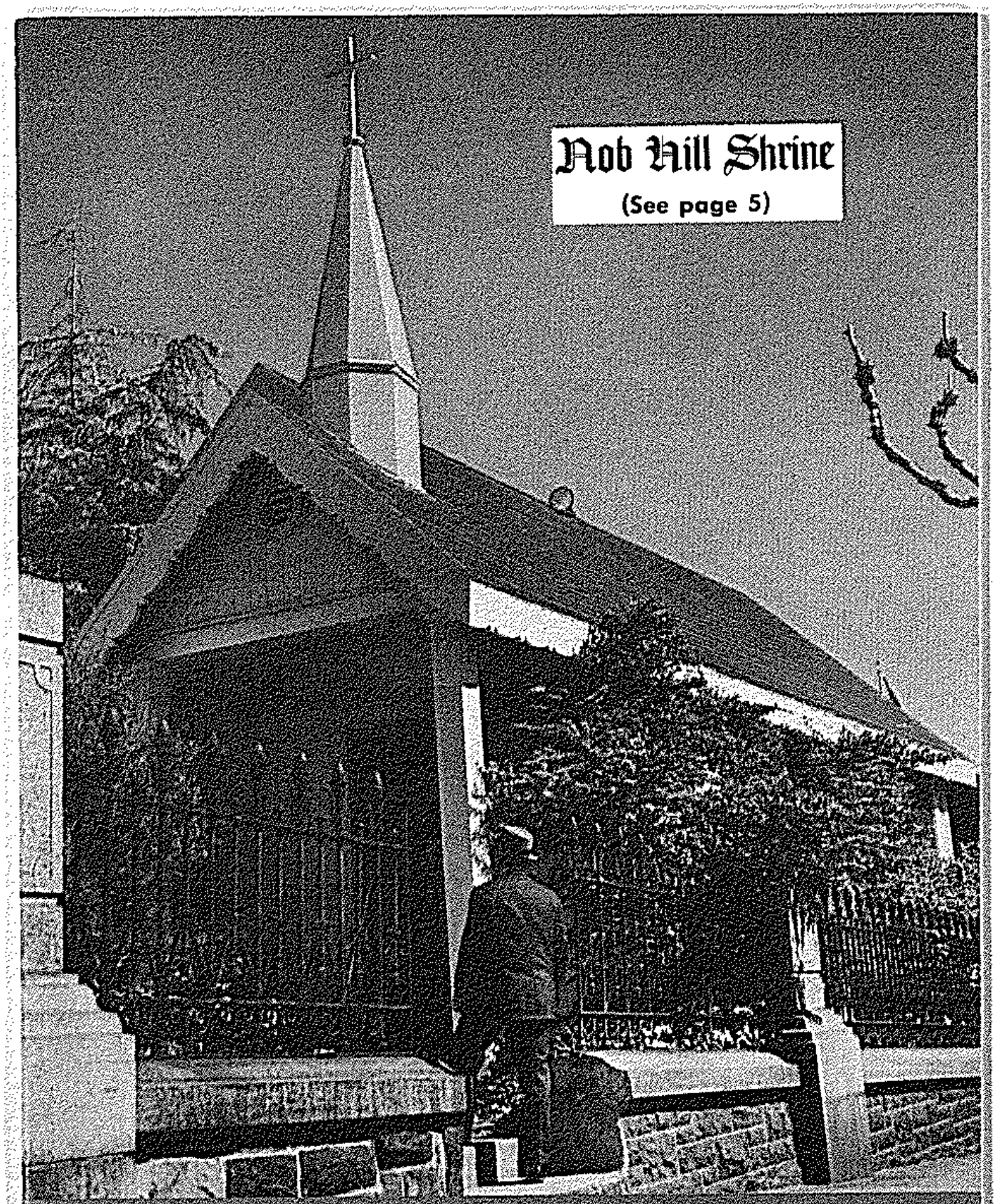


Nob Hill Shrine

(See page 5)

THE Southern Pacific Bulletin

APRIL 1960

Yes... We Are Capitalists

Howard Bailey, station clerk at Portland is a capitalist. He's buying a home. Evelyn Morris, insurance clerk at the General Hospital in San Francisco, is another capitalist. She has a savings account at a local bank.

These two Southern Pacific employes, plus thousands of others, share a common belief. They believe in capitalism — investing in America.

Being able to do whatever we like with our savings is one of the great things about living in America. We can open our own business, or we can purchase stock in a large corporation, or we can make a down payment on a mountain cabin. We can invest our money in anything — the decision is ours.

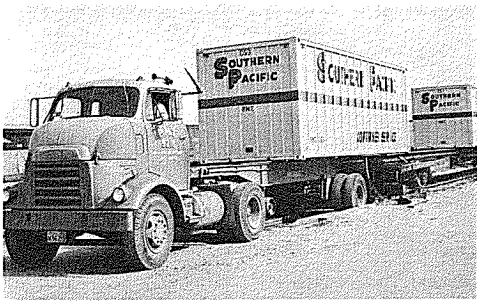
Most of us do invest in America. Did you ever stop to realize that in buying a home, insurance, establishing a savings account or acquiring other properties or securities we are actually investing in America? We're expressing our right as American capitalists.

The investment of capital derived from the savings of each of us, coupled with imaginative enterprise, has achieved and maintained our nation's position of world leadership. Whether we invest in our homes, in savings accounts, in life insurance or directly in some business we are all partners contributing to the growth and stability of our country.

Most of us then are in the true sense capitalists. We all contribute to and benefit from the prosperity of our country. As we broaden our investments in America, we strengthen the free economic society which has provided the United States with the highest standard of living in the world.

***Invest In* AMERICA WEEK, April 24-30**

Preparing for the Future:



SP Experiments With Piggy-Boxes

SOUTHERN PACIFIC'S continuing effort to provide better transportation facilities for its shippers has resulted in a new experimental container—the Piggy-Box.

The container, 8x8x24 feet long, is capable of carrying loads in excess of 20,000 pounds and has a capacity of 1,136 cubic feet.

The entire Piggy-Box package was engineered to SP's specifications by the Fruehauf Trailer Company and General American Transportation Corporation to take advantage of the special shock-absorbing units built into our piggyback cars. Each flatcar holds three of the containers.

On the highway, the Piggy-Box is mounted on a trailer chassis designed especially for the container.

It is easily transferred from trailer to flatcar by means of small rollers located on the base of the box. It is also adaptable for use in water transportation.

Late last month the new container service was demonstrated to San Francisco Bay Area shippers. Following the demonstration, the Piggy-Boxes were put into service between the Bay Area and Portland on an experimental basis.

Predictions among the transportation industry are that utilization of containers will play an important part in the dynamic transport service of the future. Meanwhile, these experiments with the new Piggy-Box are giving Southern Pacific practical experience in container handling.

R. E. Plummer Retires After Long SP Service

ROBERT E. PLUMMER, treasurer of Pacific Lines since January, 1958, retired March 31.

A graduate of New York University, he served two years with the American Expeditionary Force in France during World War I before joining the El Paso and Southwestern Railroad in New York as an accountant. He transferred to Southern Pacific when the EP&SW was acquired by SP

He served in New York as assistant to controller, assistant to vice president in charge of finances, controller, and assistant vice president in charge of finances, before moving to San Francisco as assistant to president in 1953.



R. E. PLUMMER

VERNON EAVES



Vernon Eaves Named T&NO General Auditor

VERNON EAVES has been appointed general auditor of SP lines in Texas and Louisiana. He was formerly auditor. He was also elected a director of the T&NO, succeeding E. W. Torian, who has retired.

Other Accounting Department changes announced include appointment of J. V. Watson, former assistant to general auditor, to assistant general auditor, and M. O. Jones, special accountant in Disbursements Accounts, as assistant to general auditor. E. F. Patillo and E. J. Duchamp, who have been assistants to auditor, have been named special assistants. H. D. Gray, asst. treasurer, has been appointed company secretary.

M. A. Nugent Attends President's Conference

At the invitation of President Eisenhower, M. A. Nugent, superintendent of safety, attended the President's Conference on Occupational Safety in Washington, D. C., on March 1, 2 and 3.

The Conference brought together more than 3,000 leaders from industry, labor, agriculture, federal, state and local governments, insurance, education, health, and private safety organizations from all parts of the country.

Their purpose was to devise and then apply voluntary cooperative means for reducing the 13,300 deaths and nearly 2 million disabling injuries occurring annually because of on-the-job accidents.

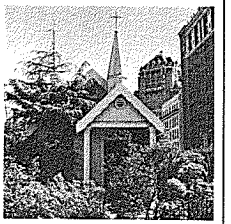
G. B. Herbert Dies at Houston

G. B. HERBERT, retired treasurer and secretary and former auditor of Southern Pacific Lines in Texas and Louisiana, has recently passed away at Houston.

Herbert retired in 1953 after 52 years of railroad service. He never missed a scheduled day of work during his long career.

At the time of his retirement he had more years of service and had been a member of more boards of directors than any other Texas & New Orleans officer.

A native of New Orleans, Herbert started with the old Morgan's Louisiana & Texas Railroad there in the year of 1901.



OUR COVER

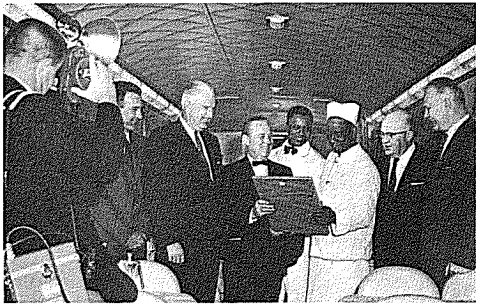
This month SP men and women will observe Easter by attending the church of their choice. Many San Franciscans will attend the little church shown above and on our cover.

Dwarfed, almost hidden by towering hotels high atop Nob Hill in San Francisco is the Wayside Shrine of St. Francis at Grace Episcopal Cathedral on California Street.

Open to all faiths, the tiny Shrine (seating capacity 12 persons) offers comfort and peace to all those who enter—not only at Easter—but night and day throughout the year.

Symonds Named To Head Program

GARDINER SYMONDS, a member of Southern Pacific's board of directors, has been named national chairman of the 1960 Invest In America Week program, which will be observed from April 24 through April 30 this year.



Attending the award ceremonies at Houston were (l to r) Chuck Farris, KPRC-TV cameraman; G. J. Brittian and J. Paul Bowers of the US Public Health Service; John Domec, steward on Sunset; Ike Houston, waiter; Clarence Porter, chef; G. W. Kelly, general manager, and W. A. Gall, commissary superintendent.

Dining Car Department Wins Cleanliness Award

SOUTHERN PACIFIC'S dining car department in Texas and Louisiana received a signal honor recently. Representatives of the US Public Health Service made a trip over our lines to present a special citation award from the Surgeon General's office for excellence in sanitation.

In presenting the citation at the various points, J. Paul Bowers, chief, Interstate Carrier Section, Region VII of the US Public Health Service, pointed out that meriting the award is no simple achievement. It involves compliance with some 126 items of sanitary significance by all railroads operating dining cars, and is awarded only to interstate carriers whose cars have all received inspection rating of 95 per cent or higher for a calendar year.

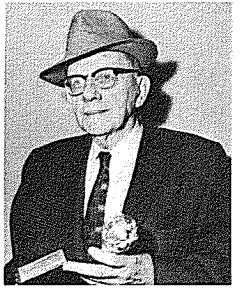
Special ceremonies were held at Houston on February 15 where the citation was presented to General Manager G. W. Kelly by Bowers on a televised program at the Southern Pacific Station.

The same day, equally impressive ceremonies were held aboard the *Sunset* during the streamliner's brief stops at Beaumont, Lake Charles, Lafayette and New Orleans. At Beaumont, the citation was received for Southern Pacific by W. W. Guinn, district freight and passenger agent; at Lake Charles, by I. A. Wells, district freight and passenger agent; at Lafayette by Superintendent E. P. Evans of the Lafayette Division; and at New Orleans by Harold Scherer, general freight and passenger agent.

The following day members of the party that included Bowers, G. J. Brittian, sanitation specialist of the US Public Health Service, Houston; William A. Gall, commissary superintendent, Houston; Superintendent J. W. Kraemer of San Antonio, and H. G. Oliver, district freight and passenger agent, San Antonio, participated in similar ceremonies at San Antonio where the citation was received by Kraemer and Oliver.

"This special citation, earned by the railroad for excellence in sanitation, has been made out in the name of the recipient company," Bowers said. "It signifies, however, the interest and diligence of management and dining car personnel without whose interest and cooperation, this award would not have been possible."

Safety Hint: Turn your headlights on during the day whenever it's cloudy and when you're traveling on winding roads. Oncoming drivers will be able to see you a split second faster and possibly avert a collision.



AL ROMMEL

Dean of Photographers Retires After 50 Years

The dean of Pacific Coast railroad photographers, A. W. (Al) Rommel, retired in Los Angeles March 10 to end a 50-year career as a movie, news and company photographer—the last 32 years with Southern Pacific.

For three decades he covered major railroad events in southern California, including flood, fire and earthquake, the opening of Union Station in 1939, the passing of steam locomotives and the dominance of diesel power and railroad automation.

He has photographed movie stars by the thousands, corporation presidents by the hundreds, several U. S. presidents and "quite a few" hoboes.

"I can still climb a pole when necessary, but I'd just as soon work a company picnic," Al says.

Partners In Progress

Stanford Research Institute Helps SP Solve Its Problems

WE LIVE IN a rapidly changing world. The plans we make this morning are put into execution in the afternoon.

Continuous research and study are necessary to keep up with the many technological advances being made today.

Well aware of this, Southern Pacific has been following a research program in depth the last several years.

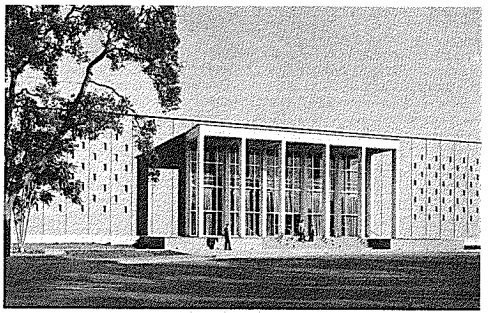
In addition to depending upon our own excellent research departments to help us find new solutions to new problems, we have also solicited the services of the world famous Stanford Research Institute.

The Institute, an independent, nonprofit corporation, was created in 1946 in response to a need for an applied-research organization to help in meeting the technical and economic problems of the Western states.

President Russell, a strong proponent of research, has been a member of the Institute's board of directors since it was organized.

Over 800 full-time professional scientists, economists and technically trained personnel are on the staff of the SRI. Its headquarters is in Menlo Park, California, with regional offices or laboratories in southern California, Arizona, Oregon, New York, Washington, D. C., and Hawaii. A European office is maintained in Zurich, Switzerland.

Closeup of main entrance of Stanford Research headquarters at Menlo Park, California, shows functional concrete and brick construction. Small windows provide light in corridors along front of building.



Research projects carried out by SRI are many and varied, ranging from the Disneyland site selection to the design of foxhole diggers.

An interesting research project undertaken by SRI for Southern Pacific was the development of the Hydra-Cushion car underframe.

In 1954, concerned with the cost, inconveniences and annoyances caused by freight damage, SP asked the Institute to investigate ways of reducing shock to loaded box cars.

The problems of freight car impacts were analyzed by SRI specialists, and a type of car underframe was devised that would reduce the shocks to loads from impact. Other requirements were that the cushioning system be not too expensive, be simple in construction and be reliable in operation.

An existing freight car was modified in 1955 to prove the soundness of the design, and the tests were wholly encouraging. A new car was then built incorporating the Hydra-Cushion element, and placed in normal service for fragile loads. The performance of this car was such that 350 additional cars were built and placed in regular service during the summer of 1957.

Stanford Research Institute has worked with Southern Pacific on some twenty other such assignments, including prevention of cotton bale fires in transit, freight car impact testing, railroad fare analysis, and hotbox detectors.

R. E. Wedekind Retires from SP After Long Service

R. E. Wedekind, general attorney, Law Department, with headquarters in San Francisco, retired March 31 after 39 years with Southern Pacific.

A graduate of Stanford University, he joined Pacific Electric in August, 1921, as an attorney. In 1936 he transferred to the SP Law Department and in 1942 was promoted to assistant general attorney.

He had been general attorney since 1944.

Hitchens' Latest Book Is Crime Club Choice

Recommended for a lazy weekend's reading is the latest book by Bert and Dolores Hitchens, *The Man Who Followed Women.*

Bert is a steno in the Special Agent's office at Los Angeles, and he and Dolores are one of the nation's best-known writing teams (see June, 1959, issue of the *Bulletin*). They specialize in writing suspense novels, based on railroad police.

The book is a Crime Club selection.

SP Sponsored Student Company Takes Top Award At Trade Fair

TOP AWARD AT the annual Junior Achievement Trade Fair held in San Francisco recently went to INDI-CRAFT, an SP sponsored company which manufactures leather goods and neckties.

The award, based on various criteria including display of merchandise and sales presentation, was won by the group of young businessmen in competition with 44 other student companies participating in the fair.

PACIFIC NOVELTIES, a JA-company sponsored by Pacific Motor Trucking Company, placed second in sales during the 2-day Trade Fair. This group markets novelty candles.

Southern Pacific men serving as advisors for INDI-CRAFT are W. J. Michalek, assistant chief clerk; T. J. Brady, division clerk, both of the Accounting Department; E. J. Campion, assistant chief teller-stock transfer clerk, Treasury Department and R. E. Ehm, assistant to forester, Land Department.

Advisors for the PMT company are Robert A. D'Arezzo, assistant to manager of equipment; R. D. Brown and Frank Aiello, both sales representatives.

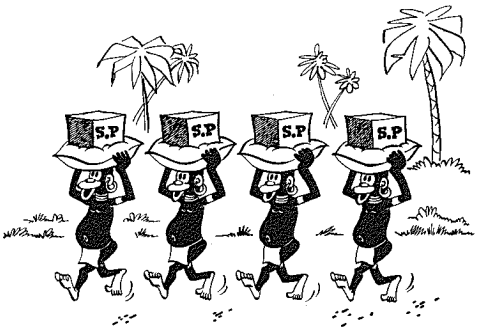
Southern Pacific also sponsors additional JA companies in San Francisco and in Oakland, San Jose, Portland, Salt Lake City and Houston.

Junior Achievement is a national organization devoted to teaching the youth of America the principles of good business and assisting them in gaining a better understanding of our free enterprise system.



Grace Ladue, president of INDI-CRAFT, receives blue ribbon from Sam Gold, president of the Stonestown Merchants Assn. Looking on are Bill Thayer (left), manager of the Stonestown Emporium, and SP advisor W. J. Michalek.

Remember, Folks . . .



April Is Perfect Shipping Month

And that means we should keep the following points in mind: (Not only this month—but all year long)

- Treat all shippers' goods with tender care.
- Inspect and clean cars before they are loaded.
- Couple cars at no more than four miles an hour.
- Follow diligently proper switching and car handling methods.
- Report any shipment damage promptly.
- Give special handling to items which are fragile.
- Work with our shippers to find the best loading and packaging methods for their materials.



Eager crowds await Squaw Valley departure time at Oakland Station.

Squaw Valley Trains Pleased SP Customers

THANKS TO THE fine train arrangements and to the efforts of all SP employes involved, bouquets have been coming in from passengers who rode our special trains to Squaw Valley, California, for the Winter Olympic Games last February.

To quote just a few of the commendations we've received:

George Waters of San Francisco wrote, in part, to C. E. Peterson, vice president, system public relations - passenger traffic, "... I want you to know how convenient and comfortable were the special Olympic trains and buses and how courteous your people were."

M. P. Forni of Walnut Creek wrote, "... if a gold medal were to be awarded for assistance to the great success of the Olympics, I'd nominate the SP Company for the first award in human relations, comfort in the transportation field and all over good will."

And Penny Hamilton wrote in the *South San Francisco Enterprise-Journal*, "... the most amazing thing to me was the magnificent job the SP did in coordinating such an expansive moving job of so many, many human beings. Nary a slip in the entire routine."

Prentis Cobb Hale, president, organizing committee of the Eighth Winter Olympic Games, wrote a letter of appreciation to President Russell for SP's part in helping to make the Games the most successful in history.



Standing in the SP Station at Oakland Is Special Squaw Valley Train.

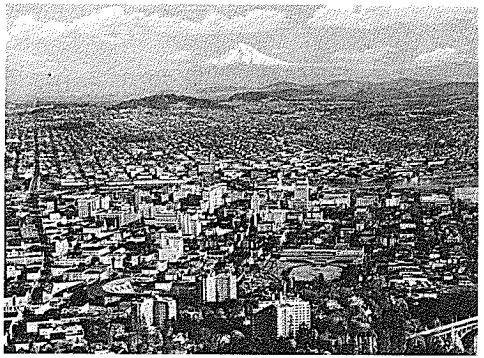


Waving "so-long" to friends left behind are these happy Games-bound women.



Many children were aboard the Specials, having the time of their young lives.

Eighth of a Series: **Cities Served by SP**



Portland has everything. A snowcapped Mt. Hood, 11,245 feet high, as a majestic background; the beautiful Willamette River meandering through the heart of the city; and a mighty ocean, the Pacific, less than two hours away. Beautiful homes and gardens have earned for Portland the name "City of Roses."

Portland—City of Roses

WILLIAM OVERTON, a lanky Tennessean paddled his Indian canoe up to a cleared patch on the bank of Oregon's Willamette River. His intention was to build a homestead.

Lacking the trifling sum of twenty-five cents needed to file his claim, he offered Asa Lovejoy, who had come to Oregon from Boston, a half interest in his 640-acre claim if he would pay the filing fee. Lovejoy considered the site ideal for a harbor town and paid the quarter.

Overton placed little faith in Lovejoy's town-building plan so in 1844 he sold his half interest for $50 to Francis Pettygrove, a merchant from Portland, Maine.

The two partners argued over a name for their town. Lovejoy preferred Boston. Pettygrove wanted to call it Portland after his hometown. A coin was flipped. Pettygrove won. And so the fledgling city was named Portland.

In just a year the town grew to be eight blocks long and two blocks wide. It began as a trading center for some of the pioneer families who had journeyed over the Oregon Trail from Independence, Missouri, and settled in the lower Willamette and Tualatin Valleys.

In the next two years Portland boasted a tannery, a wharf, a sawmill, bakery, general store, blacksmith shop, roadhouse, factory and even a ferry service to the east side of the Willamette river.

In 1849 the California Gold Rush caused an exodus of more than half the able-bodied men in Oregon. Merchants deserted their stores; workers left their shops; and business was at a standstill. All headed for the gold fields of California.

However, within a few months there was a great demand from California for all sorts of goods and food-stuffs at unbelievably high prices. Consequently many of those who stayed in Portland made more money than the gold seekers. And a good number of those who found riches in California returned to Portland.

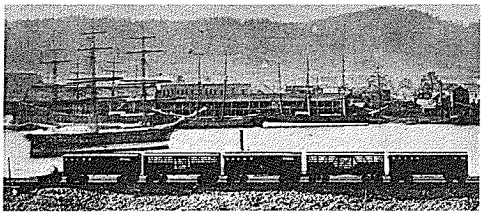
This new wealth was badly needed in the young city. Debts were paid, farms improved and houses built. Log cabins gave way to comfortable New England and Southern type dwellings, many of which are still standing today.

In 1851, with a population of 700, Portland was granted a city charter by the territorial legislature.

Southern Pacific completed a line from San Francisco to Portland in 1877 replacing a rugged 7-day stage coach journey with a 39-hour train trip. Today SP offers fast passenger service between the two cities on its *Cascade* and *Shasta Daylight*. Southern Pacific freight trains roll into Portland carrying the commodities needed by a growing metropolis. And from Portland, a lumber center of the world, lumber, lumber products and manufactured items begin their journey to the markets in Southern Pacific freights.

In 1891 the port of Portland was organized to promote the maritime, commercial and shipping in-

THE GROWING PORT VILLAGE OF PORTLAND IN THE LATE 1800'S.



terests of the area. The first channels were built so that deep draft ships might reach the city's docks even though the ocean was more than 100 miles away.

Portland was growing in leaps and bounds. By 1900 the city's population had soared to 90,246. About that time the city fathers began preparing for a world's fair, "The Lewis and Clark Exposition of 1905." So impressed were visitors to the area that many stayed or came back later to live. As a result, five years after the fair the population had jumped to 207,214.

Through the years, Oregon's largest city continued to attract newcomers until it now has over 400,000 residents.

One of the country's most noted celebrations is the Portland Rose Festival held each summer. Sentiment for the rose is deeply rooted in Oregon's history. The first rose bush to reach the territory was brought around the Horn in 1837 — a gift for a bride. Those who have visited the rose gardens of Madrid and Paris say Portland's International Rose Test Gardens top them all.

The annual Rose Festival began 53 years ago. Today it draws visitors from all parts of the world. Highlight of the Festival is a grand parade of floats made entirely of blossoms.

Portland's Mount Tabor Park, located on the site of an extinct volcano, affords a panoramic view of the city including many of its 56 public parks.

For the sports minded, Portland offers golfing (17 courses), boating, fishing, swimming, dog and horse racing, Pacific Coast League baseball and college football. Mount Hood ski area, which begins 40 miles east of Portland, offers the longest ski season in the USA—from October to July.



Queen Mary Sue Woolfolk of 1959 Rose Festival waves to her subjects at start of Grand Floral Parade in Multnomah Stadium.

For those interested in the arts, the city has excellent art, historical and science-industry museums.

As a matter of fact, Southern Pacific employes and other Portland citizens think their city has just about everything. And they all agree that Mr. Pettygrove and Mr. Lovejoy knew a good thing when they saw it.

Those gentlemen bought a city with a future unlimited.

Tamarisk Trees Being Used In Sand Control Experiment

THE SHIFTING SAND of the desert along our Los Angeles Division has long been a problem to Southern Pacific engineering and maintenance of way forces.

The sand penetrates between the tie plates and the ties and the rails and tie plates, causing an abrasive action. The sand also causes uneven wear on the running portion of the rail.

In an effort to eliminate this menace, the Engineering Department is currently conducting a test along our track near Indio, using the rapidly growing Tamarisk trees to form a windbreak.

The Tamarisk, a native of northeastern Africa and western Asia, is drought-resistant and tolerant of alkaline and saline soils.

From comparatively young Tamarisk trees, branches of one-half inch to two inches in diameter and 24 inches long were cut. Within 12 hours after cutting, the branches were placed in a furrow.

Most of the cuttings which were planted in late August and early September sprouted and have continued to grow steadily in height. It is expected that within three years the cuttings will form an almost solid wall of trees.

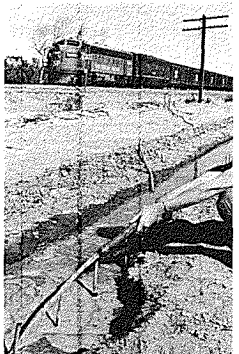
The only major problem in growing the desert trees is to keep an adequate water supply for them during the first year of growth. They must also be watered intermittently up to the third year, after which time the root system usually penetrates down to a level where it can absorb sub-surface water.

The Los Angeles Division intends to continue with this Tamarisk tree planting program.

From the tests made so far, it appears that if an adequate water supply can be developed and the trees protected through their third year, they will definitely provide a very valuable windbreak and reduce the sand problem.

By ANN MACON
Los Angeles Division.

After being planted the cuttings are heavily watered. The shorter trees to the left of the locomotive are full grown Tamarisks, commonly called "smoke" trees.





On Stage

IN RECENT ISSUES of the *Bulletin* you've met Southern Pacific people who have such interesting hobbies as Little League baseball work, mountain climbing, pigeon racing and cattle raising.

This month we'd like to introduce you to another group of our employes who also have a fascinating hobby. They spend their leisure time behind the footlights of a "community theatre" stage.

One of our most active thespians is Tony Grounds, senior clerk at Los Angeles General Shops. During World War II Tony appeared in "Hey Rookie," which ran for nine months in Los Angeles and later toured Africa, Italy, China and India. After the tour, he organized the show, "Egg In Your Beer," whose cast members were all Purple Heart holders.

When Tony was working at our Jacksonville, Florida, Agency, he directed a number of plays for the Beaches Little Theatre.

He is now active in several southern California theatre groups and writes a community theatre column for the San Gabriel Valley *Daily Tribune*. His most recent

Fred Lunn appeared as Captain Queeg in the Roseville Civic Theatre's production of "The Caine Mutiny Court Martial." He also played roles in "The Silver Whistle" and "The Moon Is Blue."



venture was directing a production, the proceeds of which went to the City of Hope Cancer Center.

The Roseville Civic Theatre has among its actors and technicians, Trainmaster's Clerk Bill Birdsall, Crew Dispatcher Fred Lunn, PFE Carpenter Adam Arcangeli, Switchman Douglas Willmon and PFE Carman-Blacksmith Willie Guilbert, who is head stage designer and carpenter for the group.

Paul Hefner, tabulating machine operator in the San Francisco Purchases and Stores Office, has

Val Golding adjusts some sound equipment backstage at the Contemporary Dancers Center in San Francisco. He and his wife, Claire, work in theatre activities ranging from building sets to installing intercommunications systems to ushering and operating the stage lights.





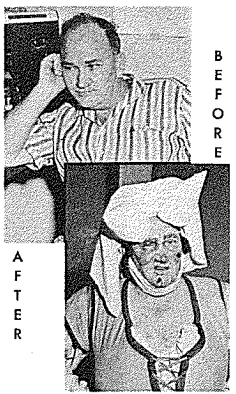
In a scene from "Cuckoos on the Hearth," presented at Roseville, are (l to r) Adam Arcangeli, PFE carpenter; Dan Hoagland, son of PFE Store Deliveryman Henry Hoagland; and Isabella Kinross, daughter of SP Carman David Kinross.



Don Soelbert played the part of Christopher Sly, a drunken tinker, in "Taming of the Shrew" at Bakersfield. Earlier in the season Don played Kit Carson in "The Time of Your Life."

appeared in productions at the Altarena Theatre in Alameda, California.

General Office personnel: Val Golding, machine operator, Communications Department, and Mike Murphy, currently on military leave from his job as clerk in Auditor Equipment Service Accounts, have been active behind the scenes at the Contemporary Dancers Center in San Francisco. And James McCann, statistical clerk, Auditor Miscellaneous Accounts, is a member of the "Great Plays Company," which is sponsored by the Center.



Frank McClure is shown above before the makeup artist started working on him. Below, he is made up and costumed for his role as hostess of the ale house in Shakespeare's "Taming of the Shrew" presented at the Bakersfield Theatre.



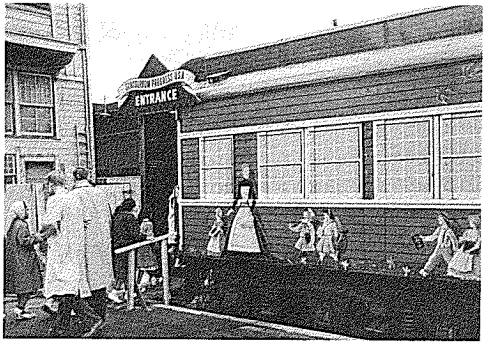
Paul Hefner (above) as he appeared for the role of Dr. Hickey in a production of "Reclining Figure" at the Altarena Theatre in Alameda, California.

For the past 20 years McCann has acted in numerous little theatre productions.

Don Soelberg, San Joaquin Division fireman; Roger Bailey, telegrapher, and Frank McClure, transportation clerk at Bakersfield, are members of the Bakersfield Community Theatre.

While McClure was in military service in Hawaii he appeared with Maurice Evans and Judith Anderson in Shakespeare's "Macbeth."

Be on your guard for carbon monoxide poisoning which takes the lives of some 300 persons annually, warns the National Safety Council. Although carbon monoxide is colorless, odorless and tasteless, you can assume its presence whenever you smell exhaust fumes.



Traveling Museum Tells Story Of Education In US

A RAILROAD CAR brightly painted with a mural of a 19th century schoolma'am and a group of frontier children has been moving over SP Lines recently.

Housed inside it and a companion car is an historical exhibit of the American schoolroom from early times to the present.

Called "Schoolroom Progress U.S.A.," the display has been touring the country for the past five years, stopping in principal cities. It was produced by the Henry Ford Museum of Dearborn, Michigan, and the Encyclopedia Americana to pay tribute to the role of American teachers, encourage students to plan teaching careers and

(Continued on next page)

Clyde Evans, assistant station clerk at San Francisco, looks over one of the frontier schoolrooms in the exhibit.



increase public interest in schools.

Included in the traveling museum is an Early American schoolroom containing such items as an 1823 map of the country, ink pots, quill pens and an ink sander for pouring sand over wet ink as a blotter.

The exhibit also has documents written by William McGuffey, Noah Webster, Horace Mann and other famous American educators.

The second car is devoted entirely to a display of the most modern schoolroom equipment.

In a letter to Southern Pacific, Bob Johnson, curator of the exhibit, expressed his appreciation for "the excellent way in which everything has been arranged."

Beverly Dunn, secretary to division engineer, Coast Division, admires one of the modern classrooms displayed in Schoolroom Progress U.S.A.



I.C.S. Offers Study Courses At Reduced Rates

SOUTHERN PACIFIC'S long-standing training arrangement with International Correspondence Schools is still in effect.

Under terms of this agreement any employe of SP or its subsidiaries, may enroll at a reduced rate in any of the more than 250 correspondence courses offered by International Correspondence Schools. Special courses, to meet immediate or long range needs, can be devised from the vast ICS storehouse of instruction material. And as an added feature, employes may pay for the courses through easy payroll deductions.

Correspondence courses offered include such varied subjects as Traffic Management, Diesel Electric Locomotive, Railroad Administration, Section Foreman, Supervision, Carpentry and Millwork, Electrical Engineering, Personnel-Labor Relations, Mechanical Engineering, Surveying and Mapping, Electronics, Commercial, and others.

Anyone interested in more details should write to International Correspondence Schools, Railroad Division, Cooperative Training Department, Scranton 15, Pennsylvania.

C. E. Ferguson, special representative, Passenger Traffic—Public Relations, San Francisco, has been elected president of the Northern California Passenger Association.



Models Jean Smith (left) and Peggy Peck discuss fashion show details with Eleonore Millar, general chairman of the affair (Sacramento Union photo).

Fashion Show Garners Money For Charity

THE ANNUAL FASHION show of the Sacramento Chapter of the National Association of Railway Business Women held recently in the Martinique Room of the Sacramento Inn was thoroughly enjoyed by approximately 350 people (mostly women).

One half of the net profit of the show went to the Sacramento Valley Chapter of the National Multiple Sclerosis Society, and one half for other club projects which include monthly visits to the patients at DeWitt Hospital in Auburn.

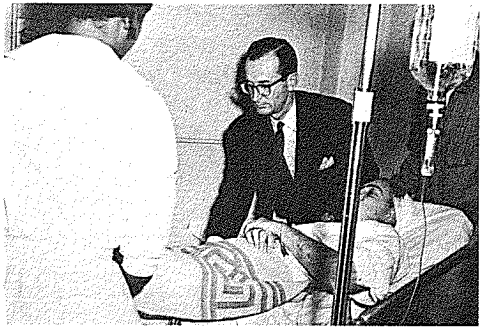
Models who displayed the very latest in feminine wear included Peggy Peck, Eileen Frost, Virginia Jordan, Edris Mayes, Hildur Daley, Lee Willis, Romie Serna, Berenice Hall, Jean Smith and Maxine Williams.

Looking lovely in a fur stole valued at about $2,500 is model Virginia Jordan.



Ruth Noll Rolls 701

RUTH NOLL, key punch operator in Equipment Service Accounts at San Francisco, garnered an amazing 701 points in a three-game bowling series last February to establish a new northern California high series for women. The last time a woman bowled 700 in San Francisco was ten years ago.



Houston Holds Casualty Drill

A FLEET OF ambulances and private cars carrying 22 patients raced up to the emergency entrance of SP's Houston Hospital recently. The "casualties," suffering from simulated burns, lacerations and other injuries, were quickly and carefully removed from the automobiles.

Thirty minutes later the hospital's disaster team of 13 physicians and staff of 75 had examined the patients and dispatched them to surgery, emergency rooms, a first aid station and into hospital beds.

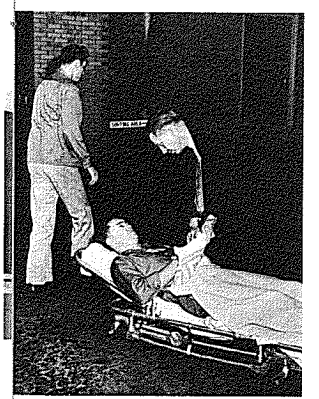
The mass casualty drill was held in collaboration with the Houston and Harris County Civil Defense Organizations and the Harris County Medical Society. The patients were volunteers from Southern Pacific's Houston Service Club.

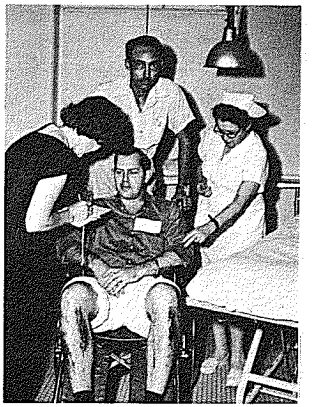
W. Lee Grant, hospital administrator, said the drill was primarily designed to test the team work of the medical and hospital staff and to practice exactly what is to be done in event of any mass emergency.

The alert came at 10:30 a.m. and within a half-hour the entire hospital was ready with emergency materials and equipment to handle the case load.

The 125-bed hospital can handle 25 to 40 emergency patients. It would not be able to accommodate as many on sudden notice but could help take care of the overload until patients could be taken to other hospitals, Grant said.

In photo at right, Ralph Moore of SPT describes his "injuries" to Lucille Hampton, hospital clerk, while Evelyn Mock, R. N., prepares the medication. Porter Leroy Balthazar stands ready to wheel Moore into the emergency first aid room. Below, a "dead on arrival" volunteer is routed to the temporary morgue by a staff doctor waiting at the emergency receiving dock to diagnose and prescribe treatment for the "casualties".





At right, Southern Pacific Hospital administrator W. Lee Grant helps a "victim" out of the emergency vehicle that rushed him to the hospital during the mock drill. During the hour-long drill the hospital scored 100 per cent in receiving, diagnosing and treating the volunteer patients.



The Roving Reporter in Los Angeles Asks . . .

Riddle: What's green and slips through your fingers like water? Answer: Money. We're all interested in the stuff. Nancy Reid, the *Bulletin* PE reporter in Los Angeles, was curious what Pacific Electric people did with their hard-earned cash, so she buttonholed several of them and asked this question:

'Who Handles Money In Your Family?'

Marge Stowe, bills payable clerk, PE Operating Department:



We both handle the money. We figure our expenses on a two-week basis and I pay all the bills, both personal and household. When it comes to investments and purchases of automobiles, appliances and furniture, my husband makes the decisions since he is more capable of getting the most for our money.

Gert Cornice, stenographer, SP-PE Law Department:



In our household it's the woman who pays—the bills—and handles the money. My better half is content to hand his paycheck over to me as long as he has his golf fee. I gladly do the worrying with the hope that it will keep his hair from growing thin!

Sterling Nimmo, special agent, PE Special Agents Department:



Ever since I borrowed $2.00 from my wife Gladys for our marriage license, she has handled the family finances, an arrangement which has increased the economic standing of the Nimmo family. Being of Scottish ancestry and a wee bit on the thrifty side myself, I am always amazed as to how she can stretch a dollar in these inflated times.

Dennis Fisher, freight conductor, PE Transportation Department:



Our household is run like many others. It is on a supply and demand basis. I supply the money and my wife demands all of it. Mine is not to reason why but just to adequately supply.



Leo McKenna, engineer accountant, PE Engineering Department and Mary McKenna, typist-clerk, SP-PE Real Estate Department:

Our financial system works out just fine! Every payday after our living expenses have been paid by check, the remainder is pooled in a common fund. Each takes whatever is necessary for transportation, lunches, etc. Our understanding is that if a wife is a wage earner, she is entitled to at least a proportionate share of the income for her personal use.



Carl Campbell, chief clerk, PE Hospital Association and Frances Campbell, mimeograph operator, SP-PE Duplicating Bureau:

Our money is handled by a committee of two—Fran and me. The mock "Battle of the Budget" is a semi-monthly affair. Cash on hand together with pay checks are stacked on the table with our bills. After routine expenses are satisfied we reach a joint decision to use the balance for savings account, trips, or other special expenditures.

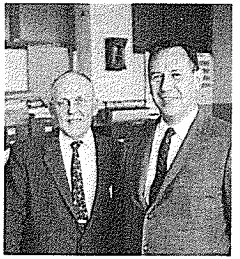
John J. Hoogendyk, son of John F. Hoogendyk, traveling freight and passenger agent, Salinas, has been awarded a pharmacy scholarship for being the most outstanding high school pharmacy student in California.

B. S. Sines, executive vice president of SP lines in Texas and Louisiana, has been named committee chairman to nominate persons for top United Fund and Community Council volunteer posts in Houston.

Recent Retirees



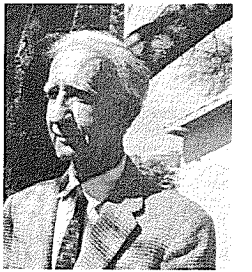
LEON CHABRE, car foreman at Los Angeles Shops since 1936, retired after 42 years with SP.



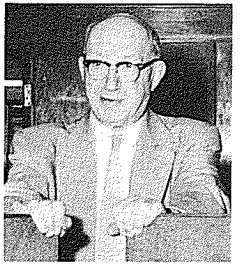
T. P. CHECKOT, left, architectural designer in the Chief Engineer's Office, San Francisco, retired February 29 after 37 years with SP. Shown congratulating him is J. R. Oyarzo, architect.



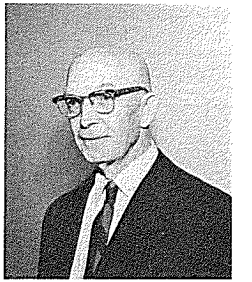
MORRIS HARWOOD, senior assistant bridge and building supervisor, Coast Division, retired after long service with SP. Prior to joining the company as a carpenter on the Coast Division he worked as a motorman and conductor for Pacific Electric Railway.



R. P. LOCKHART, chief draftsman at Tucson, Arizona, retired last February after 38 years' service.



HALF CENTURY of railroading came to a close with the retirement of Mark Austin, ticket salesman at the Los Angeles Union Passenger Terminal.



SANFORD DAY, assistant chief clerk in the office of the Auditor of Disbursements, San Francisco, retired February 29 after 45 years with Southern Pacific.

Modern SP Wife Speaks Up...

NEWSWEEK MAGAZINE had in its March 7 issue a Special Science Report about intelligent young wives of America. Included in the cover story was a picture of and several quotes from Joan Bancroft, the wife of E. A. (Woody) Bancroft, assistant district freight agent, San Francisco.

How does one get one's picture in Newsweek?

Well, Joan won a local television contest in San Francisco on the strength of a resume she wrote concerning one of the TV shows.

Winners of the contest from various states (Joan represented California) were flown by jet airplanes to and from New York City and Hollywood where they met TV stars, visited studios and production centers, and in general learned all they could about television.

While in New York Joan was selected to be interviewed by Newsweek reporters who were working on the Special Science Report.

In the article, Joan is quoted:

On freedom: "We ought to salute the wonderful freedom we all have and be proud of our lives. I have had college, and I've worked, but being a housewife is the most rewarding and satisfying role."

Tom M. Davis, general counsel for our lines in Texas and Louisiana, has been elected to the board of trustees of the United Fund of Houston and Harris County for a one-year term.

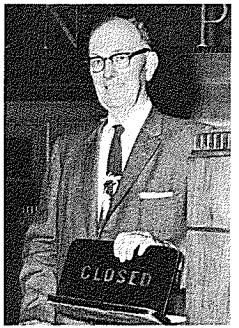


JOAN BANCROFT
Bill Cogan Photo.

PMT Changes Announced; Jack Bentz To Los Angeles

J. O. (JACK) BENTZ has been appointed assistant district manager of Pacific Motor Trucking Company in southern California. His headquarters will be at the new Los Angeles terminal. He formerly was district manager at Phoenix, Arizona, with more than 22 years' service in the Yuma to El Paso territory.

D. D. O'Connor, formerly assistant district manager at Los Angeles, has transferred to Phoenix, and L. C. Van Hyning, formerly district sales representative, Los Angeles, has moved to Portland.



BURTON LANGLEY, ticket salesman for SP at the Los Angeles Union Passenger Station, retired after a 39-year career in the transportation industry.



HAROLD G. HUTCHINS, engineer of the Salt Lake Division, has retired after nearly 40 years of accident-free service.

BEST WISHES

Marriages

Arilla Bettencourt, secretary, Public Relations Department, San Francisco, to Monty Frogner; **Robert E. Ehm,** assistant to forester, Land Department, San Francisco, to Virginia Burnett; **James B. Horstman,** clerk, Land Department, San Francisco, to Edna Peddle; **David Rivera,** machinist apprentice, Bayshore Shops, San Francisco, to Gloria Martinez.

Births in Our SP Families

Daughters to: **Fred Zinowich,** estimator, Tucson Division; **Merritt Brumbach,** lineman, Communications Department, Gila, Arizona.

NEW OFFICERS of the Rod and Gun Club of San Francisco are (bottom row, l-r) Charles Dull, Rocky Langfeldt, Wilt Anderson, Charles Visalia; (middle row) Sam Gardner, John Reine, Roy Johnson, Clarence Anderson, Bill Garlich; (top row) Charles Griggs, Glenn Way, Clay Ellis and Mel Harvey.



MOVING UP!

GENERAL CLAIMS: **Wayne Alsop** and **W. V. Norton,** both to assistant general claims agents, with headquarters in San Francisco.

PERSONNEL: **J. R. Michener** to assistant manager of personnel; **L. W. Burdick,** to chief examiner, both with headquarters in San Francisco.

OPERATING: **F. M. Coyle,** to terminal superintendent; **J. W. Welsh,** to assistant terminal superintendent, both with headquarters in El Paso; **V. A. Thompson,** to trainmaster, with headquarters at Eugene.

MECHANICAL: **R. A. Moore,** to assistant master mechanic, with headquarters at West Oakland; **J. D. Brown,** to road foreman of engines, with headquarters at Ogden; **S. O. Curtis,** to road foreman of engines, with headquarters at Sparks; **J. C. Orr,** to assistant master car repairer, with headquarters at Tucson.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Jack Bacich,** carman; **Henry Beaudikofer,** boilermaker; **William Brooks,** brakeman; **Christos Cavrikas,** carman; **Percy Hill,** engineer; **Robert Jackson,** electrician; **Fred Lester,** red cap porter; **Leo McCabe,** engineer; **Thomas Morcom,** machinist; **Manuel Resendez,** carman; **Chloe Roberts,** janitress; **Sylvan Waldrip,** draftsman.

LOS ANGELES DIVISION: **Eduardo Barra,** extra gang foreman; **Mack Cotant,** switchman; **John Carten,** carman; **Antonio Gomez,** track laborer; **Frank Kistler,** engineer; **Marion Klarenbeck,** machinist helper; **William Parker,** stevedore; **Niels P. M. Pedersen,** electrician; **James Pizzuto,** boilermaker helper; **Young Redmond,** yard clerk; **Wayne Sanders,** switchman; **John Topolski,** switchman.

LOS ANGELES SHOPS: **Arnold Eckland,** electrician; **Francisco Valderrama,** machinist.

PORTLAND DIVISION: **Otis Asher,** clerk; **William Ficek,** conductor; **Charles Rosenau,** section laborer; **John Schaffer,** machinist; **Robert Wilson,** engineer.

RIO GRANDE DIVISION: **John Baynes,** clerk; **Nestor Dominguez,** machinist; **Jose Gutierrez,** track laborer; **Saul Quesada,** carman; **David Zubiate,** freight carman.

SACRAMENTO DIVISION: **Harvey Clayton,** engineer; **Thomas Cox,** signalman; **Elvis Dobkins,** engineer; **Robert Gross,** conductor; **John Mealia,** machinist; **William Nixon,** conductor.

SACRAMENTO SHOPS: **Steve Buljan,** carman; **Gabriel Daggett,** carman; **Martino Gabrielli,** freight carman; **Perfecto Perez,** boilermaker; **Peter Stanich,** machinist; **Herbert Smith,** machinist helper; **John Stone,** machinist; **Joseph Virga,** machinist helper.

SALT LAKE DIVISION: **Eddy Christensen,** machinist; **Tista Picchi,** section laborer.

FLORENCE DAVIS of Pacific Electric's general office staff in Los Angeles retired after 31 years' service. She now plans to devote a great deal of time to her favorite sport, golf. And if she needs help sharpening her game, she can call on her brothers, Jerry and Willie Barber, both professional golfers.



SAN JOAQUIN DIVISION: **Angel Aguilera,** section laborer; **Eugenio Rojas,** section laborer.

SHASTA DIVISION: **Procopio Acosta,** extra gang laborer; **Guy Holman,** car inspector; **Everado Rey,** extra gang laborer.

TUCSON DIVISION: **J. W. Stevenson,** master car repairer.

WESTERN DIVISION: **Joseph Capo,** deckhand; **John Dahle,** machinist; **Alphonzo Druery,** switchman; **Leon Gutierrez,** track laborer; **Charles Nelson,** B&B steelman; **Elmer Snyder,** engineer; **Nelson Trotter,** car inspector.

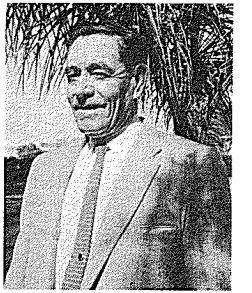
OTHER DEPARTMENTS: **Fred Ingerman,** clerk, Auditor of Capital Expenditures, General Office, San Francisco; **Leo Richa,** lineman, Communications Department, system; **Ida Clark** and **Mary Sheean,** both registered nurses, General Hospital, San Francisco; **James Batiste,** lounge car attendant, **Claude Hamilton,** waiter; **John Logan,** lounge car attendant, all Dining Car Department, Los Angeles; **William Henderson,** trucker, LAUPT; **Ernest Locati,** blacksmith, Northwestern Pacific Railroad; **Leo Barnes,** section foreman, San Diego and Arizona Eastern Railway; **Bruce Goodwin,** brakeman; **Harry Conklin,** engineer, both Pacific Electric.

OUR SYMPATHY

Deaths in SP Family

COAST DIVISION: **Frank Giesler,** engineer. Pensioners: **Walter Castle,** B&B foreman; **Hattie Flood,** coach cleaner; **William Harkins,** pipefitter; **Bertram Hunter,** engineer; **Miguel Salagun,** crossing watchman; **George Vallindras,** cooper.

LOS ANGELES DIVISION: **Margarito Nunez,** painter helper; **Robert Larsen,** engineer; **Marion Kemp,** brakeman; **Joseph Seymour,** engineer; **Clarence Orman,** yardmaster; **Ernest Woods,** chair car porter; **Leonard Van Bossche,** yard clerk; **LeRoy Finke,** B&B helper. Pensioners: **George Brown,** stevedore; **John Crum,** signal foreman; **John Evdokimoff,** store helper; **Leon Jones,** conductor; **Nels Mehammer,** fireman.



REYES P. VASQUEZ, carman helper at Tucson, retired after more than 35 years with Southern Pacific.

LOS ANGELES SHOPS: Pensioner: **William Gaines,** carman.

PORTLAND DIVISION: **Marvin Riggs,** pipefitter; **Clifford Fanning,** boilermaker; **Albert Sweet,** extra gang laborer; **John Williams,** power jack operator; **Edward Condra,** clerk; **LeRoy Hebert,** extra gang laborer; **Orland W. Stallcope,** clerk; **Ignacio Villar,** extra gang laborer; **C. A. Gilmore,** conductor; **Vernon L. Ogle,** machinist; **James Kane,** machinist foreman. Pensioners: **Andrew Buckles,** section laborer; **Oscar Hassman,** hostler helper; **Alfred Howard,** section foreman; **Orlin Putnam,** carman; **Robert Rankin,** conductor; **Ivin Royse,** brakeman; **Jesse Schroll,** telegrapher-clerk; **George Walters,** carman; **John Henris,** conductor; **Albert D. McElivee,** clerk.

RIO GRANDE DIVISION: Pensioners: **Juan Baros,** sheet metal worker; **Axel Caster,** engineer; **Edward Feeny,** carman; **Brijio Munoz,** section laborer; **Trinidad Vasquez,** section laborer.

SACRAMENTO DIVISION: **Richard Martin,** fireman. Pensioners: **William Berriesford,** lead signalman; **Samuel Follett,** pumper; **James Lombardo,** boilermaker helper; **Charles McLane,** stationary engineer; **Charles Perry,** coach cleaner.

SACRAMENTO SHOPS: **Wilmer Lee,** machinist. Pensioners: **James Ellis,** machinist; **Andrew Sterner,** patternmaker.

SALT LAKE DIVISION: Pensioners: **Olinto Ceccarelli,** freight carman; **Harry Passey,** machinist; **William Shepley,** chief clerk; **Harry Speak,** engineer; **Paulus Taylor,** boilermaker.

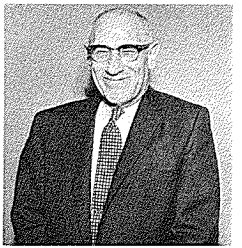
SAN JOAQUIN DIVISION: **Elvin Smith,** asst. chief clerk, Supt's. Office. Pensioners: **George Brundage,** conductor; **Jerry Callahan,** engineer; **Marcello Lopez,** section laborer; **Joseph Martin,** crossing watchman.

SHASTA DIVISION: **William Blackmer,** car inspector; **Byron Hammond,** B&B carpenter. Pensioner: **Harry Wall,** machinist.

TUCSON DIVISION: **M. A. Petty,** asst. chief dispatcher; **M. A. Celaya,** clerk; **T. A. Wills,** telegrapher. Pensioners: **George Brookmiller,** conductor; **Robert Culley,** engineer; **Roy Jones,** switchman; **Paul Noack,** boilermaker; **Emett VanScoy,** switchman.

WESTERN DIVISION: Pensioners: **Albert Atkeson,** switchman; **Herbert Baker,** signal maintainer; **William Bookout,** conductor; **Harry Chadwick,** switchman; **William Dwyer,** agent; **Fred Entelman,** conductor; **Josephine Earls,** coach cleaner; **Frank Ferini,** brakeman; **Fred Jones,** yardmaster; **John Medeiros,** deckhand; **Reginald Nelson,** passenger carman; **George Sutton,** signalman; **Daniel Taylor,** boilermaker; **Candelario Vargas,** crossing watchman.

PACIFIC ELECTRIC: **Chauncey Huscroft,** engineer; **Thomas Marquez,** paving laborer; **Reldon Ruse,** fireman; **Carl Weatherly,** chief engineer. Pensioners: **Kenneth Coats,** electrician; **Irving Hubon,** draftsman; **William Knoche,** freight traffic manager; **Thom-**



ALBERT HUMPHRIES, water and fuel engineer, Engineering Department, San Francisco, retired after 35 years with Southern Pacific. Several score of his friends attended a luncheon in his honor at the Leopard Cafe in San Francisco.

as Lane, diesel helper; **Simon Ventura,** laborer; **John Watson,** electrical machinist; **Charles Ward,** conductor; **Harry Wheeler,** parcel clerk.

OTHER DEPARTMENTS: **Benjamin Bagley,** rate clerk, Auditor Misc. Accts., General Office; **Emma Quellette,** registered nurse, General Hospital, San Francisco. Pensioners: **Louis Masson,** asst. general auditor; **Fred Groat,** special accountant, both Asst. General Auditor's Office, San Francisco; **Virginia Bogart,** stenographer, Law Department, San Francisco; **Nelson Brown,** ticket clerk, Passenger Department, San Francisco; **Burl Stout,** janitor, General Hospital, San Francisco; **Frank Seymour,** DF&PA, Atlanta, Georgia; **Joseph Sylvester,** welder, Engineering Dept., System; **Harvey Downum,** boilermaker; **Peter Leonard, Jr.,** machinist foreman, both El Paso Shops; **Jesus Martinez,** roundhouse laborer, Harbor Belt Line; **Philander Cooper,** revising clerk-telegrapher; **George Locatelli,** section laborer, both Northwestern Pacific Railroad; **Henry Bartholomew,** steward, SPSS Lines; **Edward Driscoll,** machinist, Steamers.

Treatment



Research



Education



EASTER SEALS

fight crippling on three fronts

THE SOUTHERN PACIFIC *Bulletin*

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic-Public Relations Department for men and women of Southern Pacific Company.

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KEN NIEHANS, *Assistant Editor* RAY KIRKLAND, Houston

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Freight Traffic, Roy A. Burns, SF
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Safety, P. H. Oakeshott, SF
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COMPARTMENTIZED FREIGHT

Hi-fi sets, canned foods, glassware—handle-with-care freight rides well protected in S.P.'s Compartmentizer box cars, with movable inside steel doors to separate and brace shipments. Loading is faster and more orderly. Any chance of damage or mixup is minimized. S.P has recently placed another one hundred large-capacity Compartmentizer cars in service for Western shippers.

APARTMENTIZED TRAVELERS

People, too, can enjoy private space of their own on an S.P. overnight or cross-country streamliner. A Pullman room gives you the most rest and comfort, with complete privacy, if you wish, on your journey east, west or up and down the Coast. Wide choice of accommodations, modest or memorial. Seeable scenery, leisurely meals and friendly service—all the way, on S.P.





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serving the West and Southeast with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES